
Mandatory Speed Limiters



Purpose

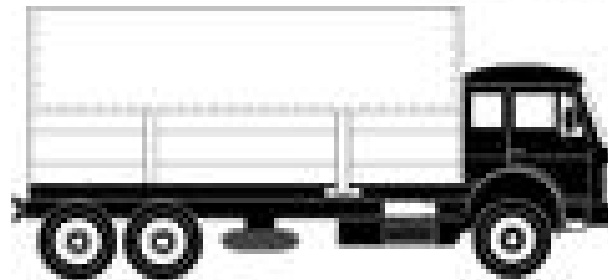
- To provide an overview of MTO's plan to mandate speed limiters on large trucks.

What is a 'Speed Limiter'?

- Since 1995 the majority heavy duty diesel trucks have been manufactured with electronic controlled engines.
- Instead of mechanical devices controlling engine functions, a computer called an Electronic Control Module (ECM) now does the work.
- A standard feature on the ECM is the ability to program a pre-set speed barrier that the truck is not capable of exceeding. This function is called the 'Speed Limiter.'
- A speed limiter works by limiting the amount of fuel, a fuel injector dispenses into the engine when the truck reaches a pre-determined speed.
- For example: if the speed limiter is set to 105 km/h and a driver tries to exceed this speed by depressing the gas pedal, the ECM will detect this and only allow the fuel injector to dispense the amount of fuel necessary to maintain a road speed of 105 km/h.

What are we proposing?

- On June 18, 2008 Bill 41 (Speed Limiters) received Royal Assent. The ministry has developed supporting regulations that will require trucks that are 1995 or newer with a MGWVR of 11,794 kg or more, to use an electronic speed limiter set to a maximum speed of 105 km/h. (See Appendix A for pictorial of speed limiter exempt vehicles).



Why are we doing this?

- In the Fall of 2005, the Ontario Trucking Association approached the ministry with an idea for the industry to contribute to the province's climate change goals and improve road safety. The idea was to mandate electronic speed limiters for large trucks.
- Speed limiters will help Ontario achieve the goals set out in our "Go Green Action Plan on Climate Change" by decreasing fossil fuel consumption and GHG emissions.
- Under this plan Ontario has set ambitious but achievable targets to reduce GHG emissions by:
 - 6% below 1990 levels by the year 2014
 - 15% by the year 2020, and
 - 80 % below 1990 levels by the year 2050.
- Speed limiters will deliver an estimated 1% - 3% of the total GHG reductions needed to reach our 2014 target.

Why are we doing this?

- Ontario traffic survey data (collected at three different highway locations) demonstrates between 30 to 60% of large trucks travelling on 400 series highways are exceeding 105 km/h.
- Currently 15% of heavy trucks are exceeding 110km/h on Ontario's 400 series highways. Mandatory speed limiters would address this issue.
- Speed limiters would decrease the crash risk of trucks currently traveling above 105 km/h as well as the severity of the crashes when they occur.
- An EKOS public opinion survey undertaken by MTO in Spring of 2006, found that 62% of the public surveyed supported mandatory speed limiters on large trucks.

How will it work?

- The law applies to all trucks, regardless of their base jurisdiction.
- For Ontario plated trucks, approximately 225,000 trucks would be affected. Of this approximately 40,000 are out-of-province vehicles.
- It is estimated that 95% of trucks in this category are equipped with electronic speed control at time of manufacture.
- The cost to vehicle owners will range from \$100 for one time speed setting to \$3000 for hardware and software to reset the speed each time a vehicle leaves or enters the province.

How will it benefit the environment?

- An independent study of the Environmental Benefits of Speed Limiters, by Transport Canada has confirmed both a green house gas (GHG) reduction, and lowered fuel consumption.
- It is estimated that Ontario will reduce GHGs by **280,000 tonnes** annually.
 - This is the equivalent of taking 2,700 tractor trailers off the road each year.
- The trucking industry will save approximately **100,000,000 litres of diesel fuel** per year.

How will it benefit safety?

- Australia and the European Union (EU) have mandatory speed limiter programs; in fact the EU recently expanded their program to include medium duty trucks.
 - Officials in these countries believe speed limiters have had a positive effect on road safety through a reduction in the number and severity of heavy truck accidents.
- Since speed limiters became mandatory in 1992 for heavy trucks in the U.K. there has been a 26% reduction in heavy vehicle accidents.
- A recent study in Australia showed that if heavy trucks were 100% compliant with vehicle speed laws, the result would be a 29% reduction in heavy vehicle crashes.

How will it benefit safety?

- A study by the American Transportation Research Institute (ATRI) concluded that drivers' convicted of a speeding offence were 56% more likely to be involved in a collision.
- Studies show that speed has a direct relationship with the severity of injuries arising from crashes involving vehicles, in fact a study conducted in Saskatchewan showed that casualties would be reduced by 7% for every 1 km/h reduction in average vehicle speeds.
- Transport Canada's independent review of speed limiters has shown that overall a mandatory speed limiter program for large trucks would be beneficial for safety on Canadian highways. A case study of the QEW showed 'significant safety gains.'

How will this be implemented?

- MTO staff conducted consultations with our key stakeholders to develop the supporting regulations.
- On July 17, 2008 the MTO posted a plain language version of the proposed speed limiter requirements on the online Regulatory Registry to solicit public feedback. This posting closed on August 31, 2008 and the results were analyzed to assist in the drafting of the final regulation.
- The regulation was implemented on January 1, 2009.
- Full enforcement will begin after a 6 month educational period to allow for industry outreach and education.

How will this be enforced?

- The legislation:
 - Created offences created for:
 - Speed limiter not equipped or activated,
 - Tampering, or offering tampering device for sale.
 - Provides authority for MTO officers and police to access the truck's computer system to determine compliance with the section/regulations and to search for and seize tampering devices/equipment.
- MTO enforcement officers will be trained on devices capable of detecting speed limiter settings and tampering.
- This technology will be utilized at strategic roadside locations.
- The legislation allows the police to charge a vehicle owner, operator or driver for not having an activated speed limiter, if the vehicle is observed travelling at or over 115 km/h.

What are the next steps?

- Install border signs, continue communications and outreach programs
- Commence educational campaign with Quebec
- Continue officer training
- Full enforcement to begin 6 months after implementation date of January 1, 2009, to allow for industry outreach/compliance and officer training.

Appendix A

- Speed Limiter Exempt:

